Government could consider funding the development of these roads under the Central Road Fund (CRF).

Development of roads in Uttar.Pradesh

2336. PROF. M.M. AGARWAL: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the nature of developmental works to be undertaken on various National Highways in Uttar Pradesh;

(b) the time schedule for completion of the works; and

(c) the details of the fund sanctioned, released and utilised for this purpose during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJOR GENERAL (RETD.) B.C. KHANDURI]: (a) Widerflng to'two/four lanes, strengthening, improvement of riding quality, construction of major/minor bridges, construction of bypasses and infroduction of road safety measures are some of the works taken up on National Highways.

(b) Development of National Highways is a continuous process.

(c) During the last three years, a sum of Rs. 771.84 crores was allocated and Rs. 739.08 crores was spent for development of National Highways in the State. During this period, 25 km. length was widened to two lanes, 230 kms. 2 lane length strengthened, 15 km. length widened to four lanes, 3 bypasses, 2 major bridges and 8 minor bridges were constructed. Work of four laning in a length of 633 km. is in progress.

Upgradation of roads

2337. SHRI PREM CHAND GUPTA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that cement roads, though costing double than that of asphalt roads, are long lasting and is cost effective solution to National Highways; and

(b) if so, why Government are not following advice of the expert agencies to go for a long term solution to road problem?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJOR GENERAL (RETD.) B.C. KHANDURI]: (a) Cement concrete road has longer design life of 20-25 years in comparison to bituminous road designed for 10-15 years. The cost of cement concrete road is about 15-20% more than bituminous road.

(b) At the project preparation stage several factors like type of subsoil, traffic, project size, climatic conditions, availability of materials and equipments, relative costs etc. are considered for deciding the option of concrete or bituminous pavement. The most suitable pavement type is then adopted.

Declaration of National Highways

†2338. SHRI HARISH RAWAT: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the length of roads in various Himalayan States which have been declared as National Highways, State-wise;

(b) whether Government are considering any proposal to declare more roads as National Highways in the States with less rail and air linl<s to expand transport system;

(c) if so, by when a final decision would be taken on such proposal; and

(d) if not. the reasons for neglecting such States?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJOR GENERAL (RETD.) B.C. KHANDURI]: (a) The length of National Highways in the Himalayan States is as under:

	State	Length in km.
(i)	Jammu & Kashmir	823
(ii)	Uttaranchal	1075
(ill)	Himachal Pradesh	1188
(iv)	Sikkim	62
(v)	Arunachal Pradesh	392
(vi)	West Bengal (Hilly areas)	147

†Original notice of the question was received In Hindi.